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Hongkong, 2nd November, 1909. [1373]

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Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government  
Standard Test for Typhoid Germs. Certificate of Strength given to each buyer.  
Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive.  
One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.  
PRICES:  
\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.  
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Hot and Cold Water throughout.  
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ELECTRIC LIGHT, Hot and Cold Water  
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Fine View of the Harbour.  
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Hongkong, 4th December, 1907. [144]

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Terms, Just right!  
Mrs. W. H. EMBERLEY  
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All comforts of a home.  
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Two steamers (a.s. Sit An and Sit Fai) daily to  
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For Terms, apply to  
[1456] THE MANAGER.

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Hongkong, 20th November, 1909. [1482]



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TOFFEE, CRYSTALLIZED FRUITS  
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## ALEXANDRA BUILDINGS

Hongkong, 13th December, 1909. [29]

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Correspondents must forward their names and  
addresses with communications addressed to the  
Editor, not for publication but as evidence of  
good faith.All letters for publication should be written on  
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No anonymously signed communications that  
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LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, DECEMBER 13TH 1909.

Not many weeks ago we drew attention to some observations made by the Judges of the International Court at Bangkok pointing to the need of some system of registration of Chinese partnerships. The Court had been called upon to determine who were the partners in a Chinese firm which had become bankrupt. "It is a matter of great difficulty," said the Court, "to find out who the responsible partners in the firm really are—men of straw are put in as managers and found to be possessed of no means when judgment is obtained against them—and as soon as the premises are attached, people against whom there is no judgment come forward and lay claim to the property and repudiate all liability for the personal debts of the judgment debtor." Hongkong, Shanghai, and Singapore, as we said at the time, are families with these things. On many occasions the advisability of insisting on the registration of Chinese partnerships has been discussed in this Colony, but no practical scheme has been devised to overcome the difficulties arising from the difference between English and Chinese law without prejudicing the flow of capital from China into the business life of the Colony. A paragraph in the *Daily Press* a few days ago mentioned that the Chinese Commercial Union of Hongkong has again taken the subject into consideration. At a meeting held last week a resolution was unanimously passed in favour of the registration of partnerships, with the proviso that the partners' liabilities should be in

proportion to the amount of capital subscribed by each, and that "after the passing of the Ordinance those who prefer to do so should be allowed to use the long name and have their share registered in the name of their representative, who should be held liable." It was agreed that before replying to the Law Society's request for information, the resolution should be circulated among the Chinese in order that a popular opinion may be obtained.

The question was raised in the Colony as far back as 1874, when the Chinese community presented a petition to the Government, calling attention to the want of a system of registration of Chinese partners, and suggesting that such a system should be introduced. A draft Ordinance was published, and though the Chinese community appeared to be unanimous in their desire that the Bill should become law in so far as it related to the registration of Chinese partnerships, the Government declined to submit the draft Ordinance to the consideration of the Legislative Council on the following grounds:—(1) Because it was doubtful whether the measure would have carried out the objects at which it aimed; (2) because to follow capitalists who lived out of the Colony, and whose property was out of the Colony was impracticable; (3) because it would be legislating for a few whose aim was virtually the destruction of competition; (4) because the exceptional registration of Chinese merchants would be unjust; (5) any such espionage would have the effect of checking those combinations amongst the Chinese residing at Canton, Amoy and elsewhere, which are calculated to stimulate and strengthen their trade at Hongkong; and, finally, that any interference whatever with the freedom of trade would be at variance with the general policy of the Government. Only three years later, namely, in 1878, the Chamber of Commerce represented to the Government that "the publication and registration of the members of Chinese houses in this Colony is much called for." "The members composing foreign firms," wrote the Hon. Mr. W. Kewster, as Chairman of the Chamber of Commerce, "are made known, and it cannot be requiring too much of the Chinese mercantile community in this Colony to conform to a rule which is voluntarily followed by other nations, but which they decline to observe." As we have shown, the Chinese mercantile community had actually petitioned for such an ordinance four years previously. The Government sent to the Chamber of Commerce a statement of the objections recorded in 1875 by the local Government to such an Ordinance, and the matter appears to have been allowed to drop for a time. But it was revived in 1881 by the Governor of the day (Sir JOHN POPE HENNESSY) in a speech in which he mentioned the proposal and said he declined to accede to it because some of the leading Chinese bankers and others to whom, acting on his "usual principle," he had mentioned it, pointed out "that the Chinese system of trading would be completely upset by it—that there is an extraordinary net work of investments in this Colony, as in any other community of Chinese, and that it would interfere seriously with Chinese trade, and, in fact, tend to prevent the influx of Chinese into the Colony." Yet in the very next year we find the Chinese community presenting a petition signed by 68 well-known Chinese and chopped by 104 hongs calling attention to the evils "arising from the want of a system of registration of Chinese partners," and submitting certain propositions which they prayed might receive legislative sanction. The Registrar-General was of opinion that both petitions in favour of registration had been prepared in panic, the latest arising from heavy losses in house speculation; and he suggested that it might be well to let the over-speculation cure itself. Accordingly nothing more was heard of the subject till 1891, when it was once more brought up by the Chamber of Commerce, in the form of a recommendation in connection with a Bill to amend the law relating to Bankruptcy. They expressed the opinion that to render this Bill more completely applicable to local requirements it should be preceded or supplemented by a Bill making compulsory the registration of individual members of Chinese firms trading in the Colony. Nothing, however, appears to have been done in this direction. The subject, however, had been engaging the attention of the Government of the Straits Settlements, and in 1894 the Government procured from the Straits a copy of the Ordinance which had been drafted there, together with copies of the printed papers connected with the subject. Opinion was

as much divided on the subject in the Straits as in Hongkong, and the Bill did not go beyond its second reading. Meanwhile the Acting Chief Justice of Hongkong had been making representations to the Governor that a system of limited partnerships in *commandite* would be of great use here and would readily be adopted, but after hearing from the Straits Government, the Governor, on the advice of the Attorney General (Mr. PORTLOCK at that time), decided that nothing further should be done "for the present." Once more the Chamber of Commerce reopened the question in 1900, and a Committee of Inquiry was appointed. This Committee unanimously decided, "though for different reasons," that it would be inadvisable to introduce the suggested legislation. This was thought to be the last word on the subject for a generation to come, but successive Judges have not ceased to comment on the need of some system of registration, and now we have the Chinese mercantile community and apparently the Hongkong Law Society reopening the question. There has never been much difference of opinion as to the desirability of registration; the problem has been, as we have said, to evolve a practical scheme to overcome the difficulties arising from the difference between English and Chinese law without prejudicing the flow of capital from China into the business life of the Colony.

The Hongkong Race Meeting has been fixed for the 15th, 16th and 17th February.

The United States cruiser *Pennsylvania* and *West Virginia*, each of 14,500 tons, reached Hongkong yesterday from Manila.

Mr. T. H. King has been appointed to discharge the duties of Superintendent of Imports and Exports during the absence on leave of Lieut. C. W. Beckwith, B.N.

Yesterday large congregations attended St. John's Cathedral to hear the special sermons preached on behalf of the Church Missionary Society. Bishop Ingham, Secretary of the C.M.S., was the preacher in the morning and Bishop Lander in the evening.

An extract of meteorological observations made at Hongkong Observatory during the month of November shows the average maximum temperature for that month to have been 75.5 and the average minimum temperature 65.4 degrees. The rainfall was 0.65 of an inch, and there were 187.1 hours of sunshine.

The Russian Government, it is announced, has handed the Chinese Government 600,000 roubles as compensation for the losses which the Chinese merchants in Vladivostok suffered during the Russo-Japanese War. It is said that the Chinese will get back about 20 per cent. of their loss.

The *On Lee*, owned by the See Yip steamship Company, yesterday made her third pleasure trip to Macao. She is a new vessel capable of accommodating over 1000 passengers and runs on week days to Kowloon, making the trip to Macao every Sunday. The *On Lee* does the journey to the Portuguese settlement in three and a half hours and is well equipped for the convenience of European and Chinese passengers. The fare is remarkably low, being \$1.20 first class each way.

Forty-five tins of prepared opium were seized last week at Manila on board the German mail steamer *Prinz Sigismund*, which had arrived in the port from Australia. The drug was found in the possession of a Filipino traveller, who attempted to smuggle the contraband goods ashore. Captain Lenz, of the *Prinz Sigismund*, it is stated, got to know of the illegal transaction and aided the customs authorities in the seizure of the stuff by notifying the members of the inspector's division on duty on board the vessel, who made the arrest. This is the first time a seizure of opium has been made by the customs on board a vessel coming from ports other than Hongkong.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council—Ordinance No. 40 of 1909.—An Ordinance to amend the Law relating to Trade Marks; Ordinance No. 41 of 1909.—An Ordinance to exempt Crown Lessees granted in respect of Foreshore and submerged lands in the New Territories from a certain condition imposed under the Foreshore and Sea Bed Ordinance, 1901; Ordinance No. 42 of 1909.—An Ordinance to amend the Wireless Telegraphy Ordinance, 1903, and the Wireless Telegraphy Ordinance, 1903; and Ordinance No. 43 of 1909.—An Ordinance to amend the Order and Cleanliness Ordinance, 1897.

A remarkable story is related by Japanese papers in Seoul to the effect that three Koreans of unimpeachable appearance presented themselves at the Residency and stated that they had been engaged in mining in co-operation with twenty others for many years and had accumulated gold dust to the value of about 400,000 yen. They asked for advice as to the best way of disposing of the gold. Rather doubtful of the accuracy of the story an official went to the place where they said the gold was stored and was astonished to find the statement made quite true. Whereupon the authorities made careful inquiry, and it was decided that the gold should be sent to the Osaka Mint. It appears that these Koreans collected the gold dust from rivers having veins of the ore in their upper reaches and by digging ground over which rivers formerly ran.

## TELEGRAMS.

[Protected by the Telegraphic Message  
Copyright Ordinance, 1894.]THE BRITISH ELECTION  
CAMPAIGN.

## MR. ASQUITH'S PRONOUNCEMENT.

LONDON, December 11th.  
An enthusiastic Liberal demonstration has been held in the Albert Hall, London.

Mr. Asquith had a tremendous reception. He asked the electorate for authority to place on the Statute Book an explicit recognition that the House of Lords had no right to meddle with questions of finance.

He declared that the abolition of the absolute veto of the House of Lords must be accompanied by a shortening of the life of the House of Commons to five or even to four years.

The only solution of the Irish problem was full self-government in purely Irish affairs, with safeguards for the supremacy of the Imperial Parliament.

## MR. BALFOUR'S MANIFESTO.

Mr. Balfour's manifesto declares that the attack on the House of Lords is the culmination of a long-drawn conspiracy on the part of the Liberal Government for a Single-Chamber Legislature similar to that of Greece. The conspirators wish to be independent not only of the Peers, but of the people, and Mr. Balfour declares that no advance in the solution of the problems of the Empire will be possible until a Party is returned to power prepared to press Tariff Reform to the utmost.

## THE GERMAN LOAN.

LONDON, December 11th.  
In the Reichstag the Treasurer announced that a loan of 26 millions sterling, due to previous deficits, would be raised gradually to prevent any disturbing of the money market.

## ANGLO-GERMAN RELATIONS.

LONDON, December 11th.  
The Imperial Chancellor, Herr Bethman-Hollweg, in the course of a notable speech in the Reichstag, expressed a sincere desire for good Anglo-German relations. The more freely and loyally this attitude was expressed, he said, the better would it be for both countries.

## SHORTAGE OF COTTON.

GREAT EXCITEMENT IN THE COTTON MARKETS.

LONDON, December 11th.  
The Report of the United States Bureau shows the cotton crop to be 200,000 bales below the most sanguine expectation of the bulls.

This report has caused record excitement in the New York and Liverpool markets and prices are soaring.

## NEW ITALIAN CABINET.

LONDON, December 12th.  
Signor Sonnino has formed a Liberal coalition Cabinet.

## MOROCCO AND THE CONGO.

VIEWS OF GERMANY'S FOREIGN MINISTER.

LONDON, December 12th.  
Herr von Schoen, Minister for Foreign Affairs, speaking in the Reichstag, emphasised the good results of Franco-German co-operation in Morocco, and bore testimony to the disinterested action of France.

Herr Schoen also declared that the Belgian Government's scheme of reforms for the Congo, if loyally carried out, would contribute to the welfare of the natives and achieve free trade for all nations in the Congo.

## A CUSTOMS PROSECUTION.

Before Mr. E. R. Hallifax at the Magistracy on Saturday Mr. T. H. King, the acting Superintendent of Imports and Exports, proceeded against a Chinese woman for selling liquor without a licence, and against two men for assaulting an excise officer.

Complainant informed the Court that some Chinese revenue officers, acting under instructions from Revenue Officers Wilden and MacKenzie, boarded the *Siberia* and had a conversation with the female defendant. One of the officers asked for a bottle of beer and the defendant sent a small boy down to the firemen's quarters to procure one. The European revenue officers saw the beer produced, and the money paid for it, and thereupon placed the woman in charge of a Chinese officer. While inquiring about the woman from the chief officer, a gang of coolies assaulted the excise officer and released his prisoner, who was subsequently re-arrested. The two male defendants were the ringleaders.

After hearing the evidence his Worship fined each of the defendants \$50, the alternative being two months' imprisonment with hard labour.

## THE COLONY'S FINANCES.

The financial statement issued by the Colonial Treasurer for the month of September shows a balance of assets and liabilities on 31st August of \$481,083.73, and this, plus the revenue for September, \$589,699.10, gives a total of \$970,782.83. Deducting the expenditure for September, \$13,167.25, the credit balance stands at \$957,615.58.

The statement of the Colony's assets and liabilities places the total assets at \$978,812.81 and the total liabilities at \$301,197.23. The reimbursement due by railway construction account on December 31st, 1908, is \$1,356,136.50, and with the credit balance for 1909 deducted it stands at \$1,004,567.39. Adding the previously mentioned credit balance of \$957,615.58 the balance of assets (General Account) now stands at \$1,682,182.97.

## INDIA'S OPIUM REVENUE.

A curious state of things has arisen in consequence of the restriction under the Secretary of State's orders of the exports of Malwa opium from Bombay. The limit allowed to be exported in 1910 was booked, it will be remembered, several months ago, and during the past few weeks there has been an extraordinary rush to get priority of shipment for 1911, for which year the limit of the number of chests to be exported has not yet been fixed. In the first thirteen days of November in Malwa 17,000 chests passed the scales, the duty of Rs. 600 being paid on each chest so that in all over a crore of rupees has reached the Government Treasury. This gigantic speculation has tightened the money market all round and at the same time has replenished the Government exchequer for the time being, though it represents, of course, only the forestalling of what would ordinarily have been the revenue of the year after next. It is said to be the opium receipts for a year which in October were fifty lakhs behind the estimates up to fifty lakhs ahead. It also makes it probable that should cotton now begin to move as the excellence of the harvest of this staple renders probable the Government of India's year will close with a small surplus instead of with the deficit that has hitherto seemed inevitable.

## A TONG WAR IN SAN FRANCISCO.

## A KIND OF CLASSIC TRAGEDY.

The tong war now being waged, says a San Francisco paper, is a Chinese version of the old tale of the Montagues and Capulets. Two clans in our Oriental quarter, "both alike in dignity," the Yees and the On Yicks, had treated each other with something of high disdain; but in the heart of a maiden of the Yees there was a tender sentiment for a young clansman of the On Yicks, and this being reciprocal the two had together, while the families stayed behind to shed each other's blood. All the yellow Tybalt and Mercutio, Benvolios and Parises are out of their dark alleys and, as in old Verona, there are wounds given and received which, though not as "wide as church doors" or deep as wells, are indeed "enough." To-day the Yees are falling; to-morrow the On Yicks are gathered to their fathers. Will the slant-eyed Romeo and the little-footed Juliet continue the tragedy to the accepted end and bring on a family reconciliation over their common tomb? Or will the war not cease until all the long-guessed Montagues and Capulets are passed from nature to eternity or held in durance vile? It is an ancient tale that is being enacted here, as in the Verona of the play. Its plot may have been old to the Romans; it may have been familiar to the Phoenixians and its skena may have been entangled with the romances of the Nile. The feud of rival families, the loves that should have softened it, the anger and the clash and the catastrophe—these have been the setting of tragedies as old as the human race itself.

## LATEST STEAMER MOVEMENTS.

The C. & M. str. *Zafiro* left Manila on the 11th instant, and is due here to-day at 4 p.m.  
The I.G.M. str. *Prinz Ludwig* left Shanghai on the 11th inst., at 6 p.m., and may be expected here to-morrow at 7 a.m.

The P. & O. S. S. Co.'s s.s. *Manchuria* sails from Yokohama December 11th on route to Hongkong via Nagasaki and Manila, and is scheduled to arrive at this port December 23d.  
The N.Y.K. steamer *Bingo Maru* (Bomlay Line) left Kobe for this port via Moji and Shanghai on the 7th instant, and is expected here on the 16th inst.

The N.Y.K. str. *Hirano Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 11th instant, and is expected here on the 20th inst.

The N.Y.K. str. *Kumano Maru* (Australia Line) left Yokohama for this port via Kobe, Moji and Nagasaki on the 11th instant, and is expected here on the 21st inst.

The N.Y.K. str. *Yawata Maru* (Australia Line) left Thursday Island for this port via Manila on the 10th inst., and is expected here on the 21st inst.

The N.Y.K. str. *Mishima Maru* (European Line) left Singapore for this port on the 9th instant, and is expected here on the 15th inst.

The N.Y.K. str. *Ceylon Maru* (Bomlay Line) left Singapore for this port on the 8th inst., and is expected here on the 15th inst.

The A.P.M. str. *Catherine Apat* from Calcutta left Singapore on the 10th instant p.m., and may be expected here on or about the 17th inst.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamoise, Lait Chamoise and Special Skin Tonic and Poudre Chamoise will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents

## RANDOM REFLECTIONS.

What weather for odds! The varying temperatures make it difficult to know what to wear and the result is that few are immune from rheum somehow.

The past week has been remarkable for showing the great number of people in our midst who are at loggerheads with each other. The members of the Sanitary Board are still divided over the cemetery question, the Legislative Council is not unanimous with regard to giving greater facilities for litigants obtaining special juries when asked, one of the magistrates and a solicitor had a serious difference of opinion the other day as to whose name should appear as prosecutor in a certain case, and then we have the case against the excisemen for assault in which some sharp divisions of opinion have already been made apparent. And Christmas is coming too, when we want to be at peace with all men.

Writing naturally leads the thoughts to sorrows, and their usefulness in supplying us with the day's pabulum. At the Supreme Court the other day a barrister asked a witness if he had seen a letter before it was written, and when the absurdity of his question dawned upon him he blushed and was heard to remark that it was a merciful dispensation of Providence that no reporters were present to note his bull. There might not have been any newspapermen, as they are called in America, present, but the incident was not allowed to go unreported. The omniscient, omnipotent, ubiquitous reporter learned the story and the barrister's thankfulness was perhaps a little premature.

Training of the griffins has already commenced at the Happy Valley and not a few folks come back to breakfast with healthy appetites. It is too early yet however to spot any winner.

We are becoming quite Scottish in our public house reform. The new liquor bill contains a provision which has apparently been unnoticed. It certainly evoked no comment. Barnards are to be abolished, and the public house losses are to be chief attractions. Many men like chaff with their beer and beer with their chaff. But doubtless the counter attractions to be provided will be found more valuable than what they have replaced.

The Government seem to be favorably disposed to the publichouse system which places it in the control of a private company whose profits shall not exceed a certain figure. Disinterested management sounds all right but it has to be borne in mind that disinterested management is not always disinterested. I have read criticisms of the systems in Sweden and Norway in which it was pointed out that the members of the company, having profits to distribute to local charitable and other institutions, acquired an undue social and political importance. Should the experiment be tried here it is proposed that the profits should go to the improvement of the public house itself. It certainly seems a sensible proposition that those who make the profits possible should reap the advantage.

From what I know locally I should say that Hongkong was emulating the Homeland in another respect. I refer to the decrease in drinking. The Chancellor of the Exchequer has admitted that the effect of the whisky tax was not only that people were drinking less but that many had dropped it altogether. In some districts in Ireland the drinking had gone down by 70 per cent and in Scotland it had gone down by 50 per cent. It was unaccountable, he said, that people had not been driven from one kind of liquor to another but had been driven out of liquor altogether. Mr. Lloyd George did not attempt to take any credit to himself for the improvement, from the social point of view, which had ensued. This improvement was something gigantic. It is yet too soon to speak of the effects of the liquor duties in the Colony, but it is well known that the consumption of liquor has decreased, a fact which is explained not only by moderation among drinkers but to several having taken the resolution to "go on the water wagon."

Now that the Public Works Department has decided upon the experiment of laying wood paving in Ice House Street, the moment seems opportune to suggest that the local traffic Authority should impose regulations requiring vehicles in that usually busy thoroughfare being propelled at walking speed. Only the other day I saw a lady jostled in a group of rickshaws and opium trucks, usually to be found ranged where the sidewalk should be, and the result of the encounter was that her dress was entirely destroyed by coming in contact with the greasy axles.

That is only one aspect of the state of affairs. The danger to life and limb from the same source must not be overlooked, and the inconvenience suffered by pedestrians generally in that thoroughfare has only to be mentioned to be appreciated.

I have not yet heard of any enterprising capitalist providing Tai-po with hotel accommodation in view of the traffic which is certain to develop with the opening of the railway. There was the date reckoned on for the opening of the railway, but I understand it is not improbable that trains will be run from one end of the British section to the other within the next three months, and that though the line might not then be open to general traffic it may be possible to run a few passenger trains at the week end. It is time then for somebody to be thinking about catering for the wants of travellers. A costly caravanserai is not required, but a "house of refreshment" with a few tennis courts and bowling greens ought to be a remunerative enterprise. Here's a chance for the new Licensing Board.

ROBERT RANDOM.



## LOCAL SPORT.

## RESULTS AT A GLANCE.

## LEAGUE FOOTBALL.

## First Division.

Kowloon, 0.

Watts (3), Hewitt (1).

R.E. 1.

Naval Yard, 5.

Sullivan (3), Wilks (2).

Brown (1).

## Second Division.

Kowloon, 0.

Cain (3), Robinson (2).

Kavanagh (1), Burns (1), Evans (1).

Lusitano, 1.

B.O.C., 1.

Remedios (1).

Muskat (1).

## Navy League.

H.M.S. King Alfred, 3.

H.M.S. Flora, 1.

Reid (2), Leo (1).

Laughlin (1).

## OTHER FOOTBALL.

Friendly.

H.M.S. Monmouth, 0.

H.K.F.C., 0.

## LEAGUE CRICKET.

Kowloon, 69.

Telegraphs, 77 (for 3).

Civil Service, 54.

H.K.C.C., 164.

R.G.A., 109.

## OTHER CRICKET.

Kowloon, 79.

Watson's, 64.

## POLO.

Huffs beat R.G.A.

## LEAGUE FOOTBALL.

## First Division.

NAVAL YARD v. R.E.

Contrary to expectations this match took place on Saturday afternoon. The Sappers are to be complimented in acting in the sportsman-like manner in putting a team of untried players on the field, and in putting up such a good fight with ten men. The teams were—

N.Y.—Anderson, Bryce and Barry, Dunlevy, Brown and Henning, Rochford and Pascoe; Wilks, Sullivan and Dalsiel.

R.E.—Barber, Scarlett and Smith; Best, Bennett and Harrison; Willsher and Brown; Brown and Smith.

Play opened in favour of the Yarders, and it was not long before they were besieging the Engineers' citadel. The opportunity of getting away that Sullivan kept manœuvring for was not long in coming, and he took full advantage of it, beating Barber at close range. Before the interval arrived Wilks added to the Yarders' total by heading the ball into the net from a pass by Dalsiel. Wilks and Sullivan each added a goal early in the second half, making the score four to nil. The Sappers had been very dispirited in their forward play, but they warmed to their work, and the Yard defence had some difficulty in keeping them at bay. Brown with an individual run from the centre line took the ball into the Yarders' goal area, and scored the only goal for the Yarders. From a penalty kick taken by Sullivan the total for the home-team reached five, and the game ended with the scores: N.Y., 5; R.E., 1.

## R.G.A. v. KOWLOON.

This match took place on the Military Ground. The teams were—

R.G.A.—Bosley, Oxley and West; Walker, Lt. Bagnall and Hewitt; Crump and Ansell; Watts, Nash and Bellis.

Kowloon.—Foulkes, Van Ginkel and Clements; Morris, Blackburn and Wilkie; Hedley and Wessner; Brown, Wilkie and Mead.

The Gunners opened the game in a most sensational manner. From the kick-off the ball was passed to Bellis, and he contrived to Watts from touch, the latter heading the ball past Foulkes, without one of the Kowloon players having touched it. The actual time taken to score the goal was 22 seconds. The play during the first half was mostly confined to the visitors' half, and but for the one man play of Watts the Gunners would certainly have had more goals to their credit.

Early in the second moiety Mead made a good run and centred to Brown, but Bagnall was one too many for the latter and the situation was saved. Following up a pass by Van Ginkel Wilkie tested Bosley, only to find him all on the alert. A centre from Crump was converted by Watts, who with a drive at short range nearly took the net. A long kick by Hewitt was mis-kicked by Van Ginkel, and to the discomfort of the visiting team the ball went past Foulkes into goal. Watts scored a fourth, but was ruled offside. The whistle for time sounded with the home team pressing and the scores: R.G.A., 3; Kowloon, 0.

## LEAGUE TABLE.

Goals	P.	W.	L.	D.	For	Agst.	Points
R.G.A.	8	8	0	0	25	4	16
Buffs	8	7	1	0	32	5	14
R.E.	9	2	5	0	19	26	6
Kowloon	9	2	6	0	15	28	6
Naval Yard	8	3	5	1	12	20	5
H.K.F.C.	1	6	1	7	27	3	3

## SCORING ANALYSIS.

Teams	H.K.F.C.	R.G.A.	N.Y.F.C.	R.E.	Buffs
H.K.F.C.	1-1	1-3	3-0	0-1	1-1
R.G.A.	1-1	1-3	3-0	0-1	1-1
N.Y.F.C.	1-1	1-3	3-0	0-1	1-1
R.E.	1-1	1-3	3-0	0-1	1-1
Buffs	1-1	1-3	3-0	0-1	1-1

## Second Division.

83 COY. v. MOSLEM.

This match was played at Lyemum, and resulted in a runaway victory for the home team by eight goals to nil.

## LUSITANO v. R.O.C.

Played on the Military Ground this match was quite the most keenly contested of the day. Remedios scored for Lusitano in the first half, and the score stood at this till a few seconds from the end, when Muskat equalised for the B.O.C.

This match should have taken place on the Parade Ground, but as the Stonecutters' men were unable to raise a team the points are awarded to B. Coy.

## B. COY. v. 87. COY.

This match should have taken place on the Parade Ground, but as the Stonecutters' men were unable to raise a team the points are awarded to B. Coy.

## LEAGUE TABLE.

Goals	P.	W.	L.	D.	For	Agst.	Points
88 Coy.	6	1	1	0	23	2	12
85 Coy.	8	6	1	1	26	5	13
87 Coy.	6	4	1	1	8	6	9
83 Coy.	7	3	4	0	8	7	6
R.O.C.	7	2	3	2	9	7	6
A. Coy.	5	2	3	0	9	7	4
Lusitano	8	0	5	3	4	26	3
Moslem	6	0	5	1	2	23	1

## SCORING ANALYSIS.

Teams	R.O.C.	Lusitano	Moslem	83 Coy.	87 Coy.	85 Coy.	88 Coy.
R.O.C.	1-1	1-1	0-2	0-3	1-8	0-4	0-6
Lusitano	1-1	1-1	0-2	0-3	1-8	0-4	0-6
Moslem	1-1	1-1	0-2	0-3	1-8	0-4	0-6
83 Coy.	1-1	1-1	0-2	0-3	1-8	0-4	0-6
87 Coy.	1-1	1-1	0-2	0-3	1-8	0-4	0-6
85 Coy.	1-1	1-1	0-2	0-3	1-8	0-4	0-6
88 Coy.	1-1	1-1	0-2	0-3	1-8	0-4	0-6

## Navy League.

H.M.S. "KING ALFRED" v. H.M.S. "FLORA."

Great interest was taken in this match by the large crowd of spectators who lined the field. The teams were—

King Alfred.—Tagwell; Carlyle and Haw; McBean, Bevan and Richardson; Steele and Fleming; Reid; Lee and Hobbs.

The first goal of the match was scored by Reid, who got away on his own, passing the defence and putting the leather past Pettit, into the corner of the goal net. Laughlin equalised by scoring with a magnificent drive at long range. Fleming had hard lines with a header, but the interval arrived without further scoring.

Resuming, the men from the flagships were soon aggressive, and in an attack on the Flora territory, Reid was laid low in the penalty area. Reid took the kick and gave Pettit no chance to save. This reverse acted as a stimulant to the losers, and from the kick-off play was for some time confined to the flagships' goal area. Two fruitless corners resulted and play was transferred by Steele to the other end, where Reid beat Pettit with the third and last goal for his team. Only the bad shooting of the Flora quintette prevented further scoring, and the game ended in a win for King Alfred with the score: King Alfred, 3; Flora, 1.

## OTHER FOOTBALL.

Friendly.

H.K.F.C. v. H.M.S. "MONMOUTH."

These teams met on the Club Ground on Saturday. The teams were—

H.K.F.C.—Goggin; E. F. Annett and J. McCubbin; H. W. Kilby, R. C. Barlow and H. W. F. Bickel; A. Aitchison and I. Goldenberg; A. Hamilton; J. D. Danby and Whitmarsh.

Monmouth.—Green; Hold and Bolt; Edwards, Henderson and Rose; Forsyth and Maclean; Higham; Taylorson and Gwynne.

That interest, from a spectator's point of view, is not confined to matches in competitions was evident from the number of spectators who lined the field when the Club kicked off facing the Pavilion end. Play at the commencement was very much in favour of the sailors. Maclean and Forsyth each testing Goggin. From a combined run by Hamilton and Whitmarsh the ball was passed out to Goldenberg, but he, with goal and goalkeeper at his mercy, put the ball right into the hands of the latter. Half-time arrived without any goals being scored. The sailors opened strongly in the second half, and a run by Taylorson was put past the upright by Forsyth. Both teams tried hard to score, but without result, and the game ended in a goalless draw.

## LEAGUE CRICKET.

TELEGRAPHS AND DODWELLS' v. KOWLOON.

This League match was played at Happy Valley on Saturday afternoon, and resulted in a win for the Telegraphs and Dodwells. Scores:—

Kowloon C.C. 3.

Mead, b Shields 3.

Sutton, b Oliver 9.

Brown, run out 9.

Robinson, b Oliver 9.

McKenzie, b Oliver 9.

McKenzie, b Oliver 9.

Wessner, b Oliver 9.

Curwen, b Oliver 4.

Powell, b Young 4.

Elson, not out 3.

Pond, b Shields 9.

Extras 13.

## Total

69.

## Bowling Analysis.

O. M. R. W.

E. E. H. Oliver 10 1 23 7.

A. R. Young 4 1 16 2.

A. R. Young 4 1 16 2.

A. R. Young 4 1 16 2.

A. R. Young 4 1 16 2.

A. R. Young 4 1 16 2.

A. R. Young 4 1 16 2.

A. R. Young 4 1 16 2.

J. MacEwen, c Rose, b Foston 0.

A. Thornhill, c Currie, b Foston 0.

R. Bullock, b Foston 7.

P. T. Lambie, b Foston 1.

E. Dawson, c and b Foston 1.

L. E. Brett, not out 11.

Extras 11.

Total 54.

CHALLENGE CUP.

W. H. Vireaux, c Brett, b Hutchison 5.

H. W. Peterson, b Hutchison 3.

P. Currie, run out 5.

E. Parton, c and b Hutchison 1.

L. A. Wood, c Hutchison, b Hutchison 1.

J. D. Norris, b Hutchison 1.

J. W. Stewart, run out 12.

E. Bass, not out 8.

O. M. R. T. Vireaux 12.

S. B. Hutchison, b Brett 6.

A. S. Gomes, Jr., b Brett 4.

Extras 4.

Total 41.

H.K.F.C. v. R.G.A.

This League match played on the Club Ground ended in an easy win for the home team. Scores:—

R.G.A.

Capt. Bosley, c MacKenzie, b Leith 0.

Capt. Goggin, c Hagen, b Leith 27.

Capt. Clapham, c Pearce, b Leith 21.

Gunnor Fuller, c Irving, b Pearce 1.

L. A. Hutchison, b Leith 14.

L. A. Hutchison, b Leith 14.

L. A. Hutchison, b Leith 14.

L. A. Hutchison, b Leith 14.

L. A. Hutchison, b Leith 14.

L. A. Hutchison, b Leith 14.

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L. A. Hutchison, b Leith 14.

L. A. Hutchison, b Leith 14.

L. A. Hutchison, b Leith 14.

L. A. Hutchison, b Leith 14.

L. A. Hutchison, b Leith 14.

The first chukka had barely commenced when Green hit a goal, which proved to be the only point of the chukka, despite the dashing play of the Gunners.

The second chukka was even faster, but play was very equal. However, Potter in the last minute drove the ball between the uprights, and the Buffs won by two goals to nil.

The Buffs have to win three times in succession or five times in all. The Buffs won it in March, when their team was composed of Captain Barker, Lieut. Crookenden, Lieut. Green and Lieut. Potter, but in May the Buffs won, and again in September (Messrs. Johnston, Gedge, Elwes and Dwyre).

At the close of the play, Commodore Lyon called upon His Excellency the Governor to present the cup, and remarked that they had all tried hard to win it, a fact which was all the more to the credit of those who had succeeded.

His Excellency said he had much pleasure in presenting the cup to the winners and hoped they would be lucky enough to win again. He then handed the cup to Major Eaton and called for three cheers for the winning team. These having been given, Major Eaton called for three cheers for the Gunners, and this concluded the proceedings.

V.R.C. REGATTA.

The annual regatta of the Victoria Recreation Club was held at the Reclamation, Bay View, on Saturday afternoon. The weather was all that could be desired, but the attendance was far from satisfactory, counter attractions no doubt claiming many followers. A splendid programme of sport was witnessed, quite a number of the rowing races providing close and exciting finishes. The band of the Buffs discoursed selections of music during the afternoon, and His Excellency the Governor, accompanied by Captain Mitchell-Taylor, A.D.C., was in attendance shortly after three o'clock. His Honour the Acting Chief Justice was also present. The patrons and officials were—

Patrons:—H. E. Sir Frederick Lugard, K. C.M.G., C.B.E., D.S.O.; His Excellency Major-General Broadwood, C.B.E., D.S.O.; Hon. Sir Henry May, K. C.M.G.; Hon. Sir C. P. Charter, K. C.M.G.; Commodore H. Lyon, R. N.; Hon. Captain Basil Taylor, R. N. Stewards:—J. I. Andrew, Esq.; Hon. Captain Badley; Doctor Francis Clark; R. M. Dyer, Esq.; Doctor C. Forsyth; Hon. Mr. W. J. Gresson; Messrs. E. S. Kadoorie, C. J. Lafont, J. R. M. Smith, J. J. Stodart, Kennedy, R. Showan, E. Shellam, A. Turner, and F. C. Wilford.

Committee:—Mr. T. E. Pearce, Acting Chairman; Messrs. H. B. Bridger, M. McIver, W. A. Crake, Thos. Meek, C. D. Silas, L. E. Lammett and J. Rodger.

Judges:—Messrs. A. A. Alves, G. A. Caldwell, F. Lammett and Thos. Meek.

Umpires:—Messrs. F. A. Mackintosh, M. McIver and J. Rodger.

Starter:—Mr. W. Hutton Poite.

Time-keepers:—Messrs. J. Craikshank and C. Banje.

Concours:—Mr. M. A. A. Souza.

Sailing Races:—Starters:—Mr. E. F. Gibson and Mr. McIver; Umpire:—Mr. E. M. Haselard.

Mr. A. A. Claxton, Acting Hon. Treasurer; Mr. E. L. Bridger, Acting Hon. Secretary.

Results of the different events were as follows:—

CHAIRMAN'S CHALLENGE CUP.—For four-oars. Cup to be held by the winning crew. Distance, one mile. Entrance fee, \$10.00. To be rowed in boats the property of the Victoria Recreation Club.

Thistle ... 1

Bow ... H. S. Jephson 10

2 ... S. Ball 11

3 ... E. A. Calvert 10

Stroke ... L. A. Mueso 11

Cox ... H. W. Peiley 8

Leek ... 2

Bow ... J. M. Lopes 8

2 ... R. Galluzzi 10

3 ... F. L. da Rosa 10

Stroke ... H. Rapp 10

Cox ... R. F. Lammett 11

Rose ... 3

Bow ... F. K. Tata 10

2 ... F. Leitao 9

3 ... A. J. Mackie 11

Stroke ... L. E. Lammett 12

Cox ... C. M. S. Alves 10

Time—6 min. 57 secs.

This event was keenly contested throughout, and in the last stages considerable excitement prevailed as the Thistle and Leek strove for honours. The Rose was seen left in the wake of the other two, and as the winning post was neared the Leek appeared to have the race well in hand. Her crew, however, were unable to stay against the final spurt of the Thistle, and she was rapidly pulled into first place with a long sweeping stroke and getting home a yard in the lead.

TEN SCULLING (Ten Sculling Boats) distance half a mile. Entrance fee \$20.00. Cup presented by His Excellency Sir Frederick Lugard, K. C.M.G., C.B.E., D.S.O.

E. Calvert (1st 2lb.) ... 1

A. H. Calvert (2nd 10lb.) ... 2

A. S. Ellis (1st 12lb.) ... 3



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE

A GRAND BAZAAR OF TOYS will be held in the Promenade of the CATHOLIC UNION, on TUESDAY, the 19th inst., from 4 to 8 p.m., in aid of CHRISTMAS TREASURES and other Comforts for the Poor.

Admission, 50 CENTS.

Each Ticket will entitle the holder to a Xmas Present, if presented at the Souvenir Stall on the evening of the fête.

The Band of the 13th Rajputs will be in attendance.

Hongkong, 13th December, 1909. [1510]

## PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of December, 1909, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at corner of Shin Hing Street and Hollywood Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sub-division	Locality	Boundary Measurements (Approximate)	Contents	Area	Upst. Price.
1	Shin Hing Street	15' 0" 15' 0" 15' 0" 15' 0"	722	14	4,332

## "SHIRE" LINE OF STEAMERS, LIMITED.

THE Steamship "CARDIGANSHIRE" Captain W. O. Tiers, will be despatched as above about the 19th January.

For Further Particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th December, 1909. [1512]

## "SHIRE" LINE OF STEAMERS, LTD.

THE Steamship "PEM-BROKESHIRE" Captain R. Hayes, will be despatched as above about the 25th January.

For Freight, in Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th December, 1909. [1513]

## NOTICE TO CONSIGNEES.

THE Steamship "PRINZ SIGISMUND," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 a.m.

All Claims must reach us before the 21st inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & Co., General Agents.

Hongkong, 10th December, 1909. [5]

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship "ISCHIA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained. Reliable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before 11 a.m. on the 21st inst., or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 11th November, 1909. [4]

## INTIMATIONS

## BOARD AND RESIDENCE

WANTED BOARD AND RESIDENCE with a European family on one of the Higher Levels.

Replies to—

M. G. R. Care of "Daily Press" Office, Hongkong, 2nd December, 1909. [1476]

## NOTICE

MR. P. THOMAS, having been Appointed AGENT for the MESSAGERIES MARITIMES and the CHARGEURS REUNIS at Hongkong, takes charge of the above Companies Agency from this date.

Hongkong, 11th December, 1909. [1506]

## "SOLIGNUM"

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours.

Prospectus and all further information from SIEMSEN & Co. (Machinery Dept.), Hongkong, Sole Agents.

Hongkong, 8th December, 1909. [1494]

## SIEN TING

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [1221]

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [1152]

## FOR SALE OR TO LET.

DEBBINGTON, PEAK ROAD, No. 8, SHORNCLEIFFE, Garden Road, 7.

For Particulars apply to—

C. SCHROTER, King's Buildings, 11th Dec., 1909. [1140]

## FOR SALE.

A Quantity of NETTING for Tennis Courts, etc.

TABLE BILLIARD SETS, SLATE BEDS, from \$40.00.

CHINA EXPRESS CO., 3, Duddell Street. [50]

## NEW CARTRIDGES.

B popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG. at 26, 27 and 28.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1314]

## LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan."

BEADLEY & Co., Agents.

Hongkong, 12th August, 1909. [1406]

## X'MAS GOODS

CARDS, CRACKERS, DOLLS, STAMPS, &c.

## GRACA &amp; CO.

1259] 27, DES VOUX ROAD.

## PUBLIC COMPANY

CANTON INSURANCE OFFICE, LTD.

## NOTICE

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE with respect to 5 Shares numbered 3029/3033 in the above-named Office standing in the name of Mr. CHIN GUAN of Saigon, has been LOST, and should the same not be produced before the 22nd inst., a new Scrip Certificate will be issued to the said Mr. CHIN GUAN, and no transaction taking place under the old Scrip Certificate will be recognised by the Office.

JARDINE, MATHESON & Co., Ltd., General Agents.

Hongkong, 7th December, 1909. [1433]

## 新外中港香

## CHUNG NGOI SA PO

(Chinese Daily Press)

PUBLISHED DAILY.

Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

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Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Voux Road, Central, Hongkong; 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

## ENTERTAINMENTS

## ST. PETER'S CHURCH, WEST POINT.

## ORGAN RECITAL.

MR. GEO. GRIMBLE, TO-MORROW, (TUESDAY), 14TH DECEMBER, 1909, AT 5.30 P.M.

Vocalists: Mrs. BELLIOS, Mr. R. E. WHITE. [1496]

## INSURANCES

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

With Which is Incorporated THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st December, 1908, £19,121,310.

I. Authorized Capital ... \$5,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500  
II. Fire Funds ... 3,204,752 0 0  
III. Fire Funds ... 7 10  
The Underwritten AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 14th August, 1909. [908]

## NOTICE

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909. [1083]

## W E receive regularly New Shipments of

## EXTRA CHOICE

## ENGLISH

## BACON

75 CENTS PER LB.

## THE

## DAIRY FARM CO., LTD.

[565]

## DAVID COESBIE &amp; SON'S

## MERCHANT NAVY

## NAVY BOILED

## LONG FLAX

## RELIANCE CROWN

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ARNHOLD, KARBURG & CO. Sole Agents. [1674]

## AUTOMATIC BROWNING

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CALIBRE 7.65 mm.

WITH CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co. [47]

## TO LET

## TO LET

No. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Rooms House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—

F. X. D'ALMADA & CASTRO, 33, Queen's Road Central. [936]

## TO LET

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [1340]

## TO LET

FURNISHED HOUSE at the PEAK, from 1st January to October, 1910.

Apply to—

D. A. W. Care of "Daily Press" Office. [1507]

## TO LET

NOS. 52 and 69, CAINE ROAD.

Apply to—

HO U MING, 81, Queen's Road Central. [1177]

## TO LET

No. 3, MORRISON HILL. Immediate entry.

Apply to—

Messrs. JARDINE, MATHESON & Co., Ltd. [1500]

## TO LET

GODOWNS Nos. 7, 8 and 10, and the Top Godown East Point.

Immediate Possession. Rent exceptionally moderate.

Apply to—

KAM FOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. [797]

## OFFICES TO LET

ON the Second Floor, No. 8, Des Voux Road, Central, corner of Joe House Street. SIX COMMODIOUS and AIRY ROOMS, with lavatory and kitchen attached. For terms apply to—

H. PERCY SMITH, F.C.A., Receiver for L.M. ALVARES & Co., in Voluntary Liquidation, 5, Queen's Road Central. [1470]

## TO LET

## TO LET

NOS. 20 and 21, PRAYA, KENNEDY TOWN. Two Extensive Two-Storey Semi-Detached Houses; Ground Surface of Concrete. All are in First-Class Condition, suitable for storing Rice, Flour, etc. Rents moderate.

Apply to—

DAVID SABSOON & Co., Ltd. Hongkong, 8th November, 1909. [1396]

## TO LET

ONE SPACIOUS GODOWN, No. 125, Wyndham Road.

Apply to—

REUTER BROCKELMANN & Co. Hongkong, 20th September, 1909. [911]

## TO LET

IN No. 6, DES VOUX ROAD CENTRAL, ONE GODOWN.

IN No. 1, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.

ROOMS in College Chambers, No. 31 Wyndham Street.

Apply to—

DAVID SABSOON & Co., Ltd. Hongkong, 19th December, 1909. [1054]

## TO LET

KING'S BUILDINGS.

OFFICES facing the Harbour from about October, at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [818]

## STORAGE

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 41,000 SQUARE FT. 999 YEARS LEASE.

For Particulars, apply to—

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. [96]

## TO LET

GODOWN, No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [984]

## TO BE LET

WITH Possession from March, 1910. (Unfurnished or if desired the furniture could be taken over at a valuation.)

"IAN MOR," Peak Road. Six Rooms, semi-detached house, commanding a good view of the harbour. Tennis Court and Vegetable Garden.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. [1258-1471]

## TO LET

No. 2, OLD RAILWAY. Possession from 1st December.

Apply to—

ARRATON V. APCAR & Co., 14, Des Voux Road. [1388]

## TO LET

No. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shaukiwan Road.

PREMISES at SHAMSHAM, CANTON, now in occupation of the Canton Kowloon Railway.

The EYRIE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Office.

GODOWNS in Duddell Street.

HOUSES in BELLIOS TERRACE, Robinson Road, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—FOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. [100]

## TO LET—FURNISHED.

"TANTALLON," 125A, BARKER ROAD. Rent \$225 per Month. Seen by appointment only.

Apply to—

GODDARD & DOUGLAS. Hongkong, 9th December, 1909. [1497]

## TO LET

A HOUSE in Wong Nei Chong Road.

Apply to—

OFFICES in BIPON TERRACE.

OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOUX ROAD CENTRAL, 1st Floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voux Road next to the Hongkong Hotel.

PLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [97]

## TO LET

No. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—

H. M. H. NEMAZEE, 9, Pedder's Hill. [1073]

## BANKS

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000

RESERVE FUND ... £1,575,000

RESERVE LIABILITIES OF PROPER ... £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent. for 6 " 3 " for 3 " 2 "

WM. DICKSON, Manager.

Hongkong, 6th April, 1909. [121]

## DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tsingtau, Kobe, Yokohama, Singapore.



# NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS. [52]



These tiny Capsules — superior to Copalib, Cubeba, and Injections — CURE the same diseases as these drugs in **FORTY-EIGHT HOURS** without inconvenience.  
Each Capsule bears the name. **Paris, 8, rue Vivienne**  
Sold by all Chemists.

Cutler, Palmer & Co.'s



SHIPPERS  
Cutler, Palmer & Co., London.  
AGENTS  
**SIEMSEN & CO.,**  
HONGKONG.

ON SALE.

**THE FIFTY YEARS ANGLIO-CHINESE CALENDAR**  
日曆英中 年十五  
FROM 1ST JANUARY, 1864, TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 30TH CYCLE TO THE 50TH YEAR OF THE 30TH CYCLE.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.  
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

# BENGER'S

A Food of great nutritive value which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation.

When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive functions is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

**MAGNIFICENT N.D.L. LINERS:**

Tons. Rm.

"PRINCESS ALICE" - 10,911 - ON MARCH 23RD.

Capt. P. GROSCH.

"KLEIST" - 9,000 - ON APRIL 6TH.

Capt. O. FAHNKE.

"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.

Capt. F. V. BRINZAN.

CALLING AT: NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON.  
TO LAND PASSENGERS.

Early Booking Recommended.

For Particulars, apply to

**MELCHERS & Co.,**  
GENERAL AGENTS.

1226.]



SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIREN.

WINTER SCHEDULE.

(EXCLUSIVE FROM OCT. 28TH, 1909)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KONG MARU" and "SAGAMI MARU" (2,577 tons each) as follows:

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen ( )	Sunday	Monday or Tuesday	
Leave—Dairen ( )	Monday	Tuesday	
Arrive—Mukden ( )	Tuesday	Wednesday	
Leave—Mukden ( )	Wednesday	Thursday	
Arrive—Changchun ( )	Thursday	Friday	
Leave—Changchun ( )	Friday	Saturday	
Arrive—Dairen ( )	Saturday	Sunday	
Leave—Dairen ( )	Sunday	Monday	
Arrive—Harbin ( )	Monday	Tuesday	

Connecting at Harbin with

SOUTH-BOUND.			
Leave—Harbin (Russian Train)	Monday	Wednesday	Saturday
Arrive—Changchun ( )	Tuesday	Thursday	Sunday
Leave—Changchun ( )	Wednesday	Friday	
Arrive—Mukden ( )	Thursday	Saturday	
Leave—Mukden ( )	Friday	Sunday	
Arrive—Dairen ( )	Saturday	Monday	
Leave—Dairen ( )	Sunday	Tuesday	
Arrive—Shanghai ( )	Monday	Wednesday	

\* Russian Train Time is 23 minutes earlier than S. M. R. Time.

**TICKET AGENCIES**—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping-Car and Express Trains Co. and Messrs. Thos. Cook & Son.

**RAILWAY HOTELS**—YAMATO HOTEL (Tel. Add.: "YAMATO")  
At Dairen, Port Arthur and Changchun, also very shortly at Mukden, all under the Company's management.

**FUSHUN COAL.**

FRESH STOCKS ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

**SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.**  
Tel. Add.: "MANCHURIA." Codes: A.B.C., 5th Ed., AI, and Lieber's. (137-722)

**SINGON & CO.**

IRON, STEEL, METAL AND HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.

**THE HONGKONG DAILY PRESS**  
FOR 1909

Copies may be obtained at the "HONGKONG DAILY PRESS" Office, or from Booksellers throughout the Far East.

# REVIEWS

*China: Its Marvel and Mystery.* By T. Hodgson Liddell, R.E.A. With 49 illustrations in colour by the author. London: George Allen and Son.

It is now many more years than we care to reckon since we interviewed in Hongkong Mr. Mortimer Menpes, the disciple and biographer of Whistler, on the subject of Hongkong and China generally, as a field for artistic exploitation. This disciple of the author of "The Gentle Art of Making Enemies" was quite enthusiastic over some scenes that had come under his notice in the Isle of Fragrant Streams, especially the interiors of certain hongs in the west end; and he then expressed a hope that he would be able to return to place on permanent record the impressions he had obtained during a brief visit to the Colony. Mr. Hodgson Liddell does not appear to have found China's chief attraction in impressionistic interiors. Rather he has been impressed by the beautiful landscapes and cloud effects familiar to most of our readers, and by the quaint street life and picturesque buildings of the Celestial Kingdom.

In the preface of his book he writes:—"China is such a vast country, and holds such wealth of beauty and interest, that an artist might spend years and then only have taken the cream from each place. I venture to think that if Europeans could but see more pictures, realistically painted, of the natural and created beauties of that great Empire, they would form a better opinion, not only of the country, but of the civilisation and very high artistic sense of the people. My visit to Japan was but a short one, a holiday after a long spell of hard work in very great heat; but I could not help comparing the two countries artistically, very much (from my point of view) in favour of China." In the chapter on Hongkong, he writes of the wonderful beauty of our sunset, and levitates a beautiful vocabulary on the other natural beauties in which our little island is set. We are not all gifted with the artistic sense, so it is well for some of us to see scenes that have become precious by reason of daily observation and familiarity, through the eyes of an artist like Mr. Liddell. The frontispiece of his book is a view of Hongkong from the harbour, and the same scene is reproduced with fine artistic feeling at the sunset hour when the blue haze that betokens the Chinaman's evening meal throws a mysterious glamour over the red-tiled terraces rising from the sea amid the greenery of the hill-side. Yet, one of his most successful pictures is a group of fishing boats on the Pearl River, near Canton—golden sails reflected in the water, brown hills standing out of the haze in the background, and above it all an opalescent sky streaked by the smalt clouds.

Moscow, Shanghai, Soochow, Hangchow, Shanghai-kwai and Tientsin all supply subjects for Mr. Liddell's brush, but it is Peking and some of the innermost recesses of the capital that provide the largest number of pictures from any one place. Thanks to the kind offices of certain highly-placed officials, he was permitted by the late Empress Dowager to penetrate the sacred precincts of the Summer Palace. The Lama Temple at Peking also lent itself to artistic treatment. Notwithstanding the limitations in art reproduction, there could be nothing finer than the pictures of the Fallan in the Lama Temple or the Pavilion of the late Empress Dowager and the Marble Junt in the Summer Palace, and Mr. Liddell is to be congratulated not only on his own treatment of those and other subjects, but on the success of those who have co-operated with him in the technical work of reproducing his pictures.

Even in the present time of financial depression the artist ought to find a ready sale for the originals of these illustrations, which are by far the best we have seen in any of the numerous books on China. Of the lotterpress of the book, we cannot write in such terms of unreserved praise. We do not think that Mr. Liddell aims at any high literary standard. He gives his impression as a globe-trotter, and the globe-trotter, as Dr. James Cantlie once reminded us, has his uses, one of them being to bring to the notice of the inhabitants of a place customs and peculiarities that escape our dulled and familiarised perceptions. But this apart, his contribution to the literature on China has little to recommend it. Of course, we write with a knowledge of things Chinese; others who have no such knowledge may find the information and impressions more entertaining. The pictures, however, are the chief feature of the book, and we are confident that in Hongkong and the Treaty Ports of China the work will be in brisk demand.

*Sugar, a Handbook for Planters and Refiners.* By J. and B. NEWLANDS. London: E. & F. N. Spon, Ltd.

This is an excellent work of reference for those interested in the sugar industry. In an introduction is given a comprehensive list of works relating to the subject. The cultivation of the plant is first considered and a description of the most approved tines is given in much detail. Speaking of the Chinese sugar-cane the writers say that it "possesses the advantage of being so hard and solid as to resist the force of the white ant and the teeth of the jackal—two great enemies to the East Indian sugar-plantation." Cane soils and suitable manures for such, the diseases and enemies of the cane, and the yields of the various varieties are all treated carefully. Then are considered the composition of the juice and a synopsis is given of the various operations gone through in preparing sugar from it. In the extraction of the juice the various appliances are described and some carefully drawn pieces of plant add considerably to the usefulness of the description. Bogus burning is scientifically treated. Then follow chapters on defecation and clarification, concentration and granulation, curing, and one

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which gives a few representations of complete factories of various kinds. In this chapter is given a useful plate from which a glance can be seen the general arrangement of a model sugar factory. Descriptions are given of various sugars, as palm, maple, melon, sorghum, starch, and beet, the last being fully treated. In the portion relating to sugar refining is collected a number of processes patented in recent years for the purification of sugar juices; raw sugar solutions, and molasses. The analysis of sugar, the production of rum and other alcoholic spirits are treated well and thoroughly. Those interested in statistics will find the concluding chapter interesting and instructive, particulars being given of the production and commerce of most sugar-growing countries.

*Modern Woman and How to Manage Her.* By WALTER M. GALLICHAH. London: T. Werner Laurie.

We have not read this book; we seldom do read books of this class sent to us for review, although following a practice similar to that of the Edinburgh Justices, who are said to have first changed a man and then tried him, we sometimes do read one after having written a notice of it, and then, of course, always find that our estimate of the merits of the book was quite correct. But we have looked at a page or two of "Modern Woman," and that has been quite enough to enable us to say that it is by no means one of the numerous class "made to sell." It is well written; not lacking in originality, and the author's views are broad, possibly too "modern" for some of those who hold that "woman is the lesser man" and desire to keep her, figuratively, under lock and key. He says:—

"Do not imagine, O man, that your long supremacy can endure for ever. You will fare ill in this encounter unless you calmly recognize that the only way to manage the determined militant woman is by arbitration and compromise. You can't manage her with a club. She never was managed with a club. Ask the nearest savage if I am wrong. You have fostered in woman an art of cunning with which no living man can cope in the long-run."

If Mr. Galliehan's book succeeds in its endeavour it will have accomplished a revolution greater than the most enthusiastic suffragette ever dreamt of. The reviewer's own observation—we must not say experience—of fully half a century convinces him that man never has known and never will know how to manage women; whereas woman instinctively knows how to manage men; and as a rule can "twist them round her little finger." But this book will help persons of both sexes to the better management of those of the other without their letting it be known that they are managing or trying to manage.

*A Secretary of Legation. A Tale of Zafis.* By HORN DAWKINS. Hongkong: Kelly and Walsh, Ltd.

This is a new edition of a well-written and very fascinating book with an Eastern setting. It is the story of a young Secretary who has had some unfortunate roulette experiences in Europe, and welcomes his transference to Zafis (somewhere in the Far East) as a release from the spell of the table. He gets the surprise of his life when he arrives in Zafis and finds that the wife of the First Secretary is the charming syren who formerly kept the salon and lured him on to his impoverishment. They enter at once into a compact to keep their previous acquaintance, ship a profound secret, but as the story develops we find the young Secretary playing for the lady at a friend's roulette table and later being commissioned by her to bet on the raccourse, but as he prefers to set on his own judgment rather than on her instructions, and hides the fact from her when he has lost heavily through disobedience of her commands, the unfortunate Secretary eventually becomes heavily involved in debts of honour from which, however, he happily extricates himself. The young Secretary's love story, and a number of characters are introduced and cleverly portrayed. Nothing is more delightfully entertaining in the book than the account which is given of the elderly spinster who falls in love with the young Secretary on the way out, and of this lady's encounters with a vivacious young American widow who joins the ship and secures a large share of the young Secretary's attentions and renews the acquaintanceship of both the elderly spinster and the handsome young Secretary some little time after he has been installed in Zafis. That the bride is neither of these two heightens the interest of the story. The book is one which maintains its interest from beginning to end.

# FOREIGNERS AND THE INCOME TAX.

Under the above heading, Mr. F. F. Mathison, of 16, Cornhill Avenue, E.C.4, writes a lengthy letter. May it not be worth while to consider what is likely to be the effect, he writes, of the continued high income-tax which has to be paid by foreigners holding English securities, and the super-tax perhaps in addition, on the working of concessions and businesses abroad by English companies?

"According to the Finance Bill no exemption, abatement, or relief in respect of the tax shall be given unless the person claiming is resident in the United Kingdom or employed in the service of the Crown abroad; income tax shall not be payable, however, in respect of the interest on any securities of a foreign State or a British possession which are payable in the United Kingdom, where it is proved that the owners of the securities do not reside in the United Kingdom."

"To take a concrete case of concession, that of the Antofagasta and Bolivia Railway; this is worked by an English Joint Stock Company with offices and a board of directors in London; it is believed there are large Chilean stockholders, any of whom, with dividends and interest amounting to £5,000 per annum, will have income tax and should have super-tax deducted from his proportion at the rate of 1s. 6d. per £1, or nearly 7½ per cent, and a higher rate for a larger income."

"There are other foreign railways similarly worked, more especially in Argentina, large blocks of whose stocks are held by or for Argentinians, in which cases much money might be saved them by insisting that the management should be carried on by Argentine companies, instead of English ones. It may be that English companies could have their offices removed to the other side of the world, and local directors appointed there, as has been done in the case of Henry Clay and Beck and Co. (Limited), so that the dividends could be paid out by warrants on foreign bankers, and the funds placed out of reach of the Inland Revenue authorities."

"There are probably French shareholders in our classes, Laborious, Americans in California Oilfields, Australians in Petroleum, Lasing and Brice, South Africans in the Durban Roadport Gold Mine, Canadians in Calgary and Edmonton Land, and so on, all to whom would have the tax deducted before they received their dividends; the colonial or foreign vendors or concessionaires who receive the purchase price, or part of it, in scrip may well consider whether it is not better to sell to some other than an English group for the formation of a company, as has been done in the cases of the Mexican Light and Power, the Brazil Railway Company, and others. The revenue will lose the Somerset House fees, and workpeople the chance of making machinery and other requirements, and artists will lose positions in London and the other large towns."

"In addition to the class of company I have referred to, there are others, such as the different South African gold mines which have offices or agents here, with foreigners or their nominees here on the register, who have hitherto received dividends less the income tax; in their case, and especially if the majority of the shareholders are not English, it will be easy to remove the offices or agencies to the Continent or to the places where their properties are situated."

"It may be said that it will be difficult to get the super-tax from foreigners, the only words which seem to apply to them in the Finance Bill being 'It shall be the duty of every person chargeable with the super-tax to give notice that he is chargeable to the Special Commissioners, etc., and even if they can be made to pay once and hold exclusively English securities they will be able to sell enough to bring their total income to less than the £5,000."

"Besides the loss of income tax on foreigners which may be brought about by the means shown above, a method seems to have been devised in the Irish Land Bill by which tenants for life of properties sold will be able to avoid the tax; they will be able to get the proceeds invested, with the sanction of the Public Trustee for Ireland, in debentures and bonds of American railroads, so that if they live abroad the trustees will only have to send them the coupons to be collected through foreign bankers, from America."

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## SHIPPING.

## ARRIVALS.

**BUJUN MARU**, Japanese str., 1,304, Y. Fusono, 12th Dec.—Swatow 11th Dec, General—Onaka Shosen Kaisha.

**CHILIAN**, Norwegian str., 1,102, H. Nilser, 11th Dec.—Bangkok 1st and Hoihow 10th Dec, General—Kia Tye.

**CHOW FA**, German str., 1,055, F. Schenck, 10th Dec.—Hoihow 9th Dec, General—Rice and Wood—Butterfield & Swire.

**CLAM**, British str., 2,510, L. Bland, 11th Dec.—Singapore 2nd Dec, Petroleum in bulk—Asiatic Petroleum & Co.

**DEUCAZON**, British str., 4,475, J. Liepenhausen, 11th Dec.—Yokohama 30th Nov, General—Butterfield & Swire.

**FOOSHING**, British str., 1,420, T. Lianar, 11th Dec.—Wuhu and Chinkiang 7th Dec, Rice and General—Jardine, Matheson & Co.

**FRI**, Norwegian str., 860, C. Wagle, 10th Dec.—Hoihow 8th Dec, Rice—Aagaard Thorsen & Co.

**GREGORY APCAR**, British str., 2,961, S. H. Belson, 12th Dec.—Singapore 5th Dec, General—David Sassoon & Co.

**HAIYANG**, British str., 1,362, Hodgins, 12th Dec.—Swatow 11th Dec, Tea and General—Douglas, LaPraik & Co.

**HONOLULU**, British str., 2,056, J. Rome, 11th Dec.—Swatow 4th Dec, General—Chinese.

**IDONKENS**, British str., 4,250, R. A. Tjosteson, 12th Dec.—Saigon 8th Dec, General—Butterfield & Swire.

**ISCHIA**, Italian str., 2,481, G. Balsito, 11th Dec.—Rome and Singapore 4th Dec, General—Carlowitz & Co.

**KIANG CHING**, Chinese str., 12th Dec.—Canton.

**KIRAGATA MARU**, Japanese str., 1,470, B. Omi, 12th Dec.—Moji 6th Dec, Coal—Mitsui Bussan Kaisha.

**LIANGCHOW**, British str., 12th Dec.—Canton.

**ONSANG**, British str., 1,787, E. S. Woolley, 10th Dec.—Java 29th Nov, Sugar—Jardine, Matheson & Co.

**PENNSYLVANIA**, U.S.S. cruiser, 14,500, Pond, 12th Dec.—Manila 10th Dec.

**PRINZ SIGISMUND**, German str., 1,844, D. Lenz, 10th Dec.—Sydney 8th Nov, General—Melchers & Co.

**SIGNAL**, German str., 902, G. Schalliker, 10th Dec.—Hoihow 9th Dec, General—Jensen & Co.

**TEURUGHAN MARU**, Japanese str., W. Nagata, 12th Dec. Moji 7th Dec, Coal—Mitsui Bussan Kaisha.

**WEST VIRGINIA**, U.S.S. cruiser, 14,500, J. W. Orchard, 12th Dec.—Manila 10th Dec.

## DEPARTURES.

11th December.

**AWA MARU**, Jap. str., for Yokohama.

**CHINKIANG**, British str., for Amoy.

**FRITHOF**, Norwegian str., for Hoihow.

**HIMALAYA**, British str., for Europe, do.

**HUIHOW**, British str., for Canton.

**KWANGSIE**, Chinese str., for Shanghai.

**LAISANG**, British str., for Singapore.

**NANCHANG**, British str., for Tsingtau.

**SHANGHAI**, British str., for Canton.

**YEROFU MARU**, Jap. str., for Kobe.

12th December.

**BAIYI MARU**, Japanese str., for Moji.

**BENEDICT**, British str., for Nagasaki.

**C. DIEBOLDSEN**, German str., for Hoihow.

**CLAM**, British str., for Shanghai.

**CLARA JENSEN**, German str., for Hongkong.

**CHINHUA**, British str., for Shanghai.

**DAIJIN MARU**, Jap. str., for Swatow.

**DAKOTAH**, British str., for Hoihow.

**FUKUBA MARU**, Japanese str., for Kobe.

**HAIKONG**, British str., for Swatow.

**HANTANG**, British str., for Swatow.

**J. DIEBOLDSEN**, German str., for Hoihow.

**PRINZ SIGISMUND**, Ger. str., for Yokohama.

**TIKING**, Dutch str., for Moji.

**WAKAMATSU MARU**, Jap. str., for Wakamatsu.

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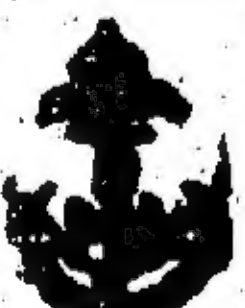
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DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP via SINGAPORE, &c.	NORR	Brit. str.	—	G. Phillips, R.M.B.	P. & O. S. N. Co.	About 15th inst.
LONDON & ANTWERP	DREYERHOFER	Brit. str.	—	W. Barrett	JARDINE, MATHESON & Co., Ltd.	About 26th inst.
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	About 19th Jan.
ROTTERDAM & HAMBURG via STRAITS, &c.	ABARIA	Ger. str.	K. W.	Neumann	HAMBURG-AMERIKA LINIE	On 20th inst.
ROTTERDAM & HAMBURG	SILEZIA	Ger. str.	K. W.	v. Hoff	HAMBURG-AMERIKA LINIE	To-day
HAVRE & HAMBURG via STRAITS, &c.	SENEGAMBIA	Ger. str.	K. W.	Eckhorn	HAMBURG-AMERIKA LINIE	On 1st Jan.
HAVRE & HAMBURG	SCANDIA	Ger. str.	K. W.	v. Dohren	HAMBURG-AMERIKA LINIE	On 15th Jan.
COPENHAGEN & BALTIC PORTS	INDIEN	Swed. str.	—	—	MELCHERS & Co.	On 21st inst., at 1 P.M.
MARSEILLES, &c., via PORTS OF CALL.	TOKIN	Frenc. str.	—	Charbonnel	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	YANG MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 5th Jan., at D'light
MARSEILLES & HAMBURG via STRAITS, &c.	SURUYA	Jap. str.	K. W.	Selmer	HAMBURG-AMERIKA LINIE	About 5th Jan.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 19th Jan., at D'light
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SYDONIA	Ger. str.	K. W.	Brahmer	HAMBURG-AMERIKA LINIE	On 20th Jan.
MARSEILLES, LONDON & ANTWERP	PENROESHIRE	Brit. str.	—	E. Hayes	JARDINE, MATHESON & Co., Ltd.	About 25th Jan.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	PRINZ LUDWIG	Ger. str.	—	F. v. Binzer	MELCHERS & Co.	On 15th inst., at Noon.
TRIESTE, &c., via SINGAPORE, &c.	E. F. FERDINAND	Aus. str.	—	E. Nitsche	SANDER, WIELER & Co.	On 26th inst., at Noon.
NEW YORK	SHIMOSA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 28th inst.
BOSTON & NEW YORK	BRAEMAR	Brit. str.	—	—	DODWELL & Co., Ltd.	On 15th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	INDRAMAYO	Am. str.	2 m.	—	SHEWAN, TOMES & Co.	On 1st Jan., at 7 A.M.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	EMPEROR OF JAPAN	Brit. str.	—	J. Boyd	DODWELL & Co., Ltd.	On 22nd inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	YANG MARU	Jap. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 15th Feb., at Noon
VICTORIA, B.C. & SEATTLE, &c.	INARA MARU	Jap. str.	—	H. Yamamoto	NIPPON YUSEN KAISHA	On 8th Jan.
TACOMA via JAPAN	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th Jan.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	TACOMA MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 17th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	MANSHU MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 21st inst., at D'light
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	—	MELCHERS & Co.	On 24th inst., at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 31st inst., at D'light
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	—	MELCHERS & Co.	On 10th Jan., at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st Jan., at Noon.
AKI MARU	AKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
YAMATO MARU	YAMATO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MISHIMA MARU	MISHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst., at 5 P.M.
YAMATO MARU	YAMATO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
YUKUNI	YUKUNI	Dat. str.	—	—	QUICK despatch.	On 21st inst., at 4 P.M.
CHIPSING	CHIPSING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
BUELOW	BUELOW	Ger. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
GREGORY APCAR	GREGORY APCAR	Brit. str.	—	—	DAVID SASSON & Co., Ltd.	To-morrow, at 4 P.M.
WINGONG	WINGONG	Brit. str.	K. W.	—	HAMBURG-AMERIKA LINIE	On 15th inst.
SCANDIA	SCANDIA	Ger. str.	1 m.	—	MELCHERS & Co.	On 15th inst.
BUELOW	BUELOW	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 16th inst., at 8 A.M.
CHENG	CHENG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
WONG	WONG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
CAYLON MARU	CAYLON MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst., at D'light
ANSHU	ANSHU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 19th inst., at D'light
PERSEA	PERSEA	Aus. str.	—	—	SANDER, WIELER & Co.	About 18th inst.
SYRIA	SYRIA	Brit. str.	—	—	P. & O. S. N. Co.	On 20th inst., P.M.
OCEANEN	OCEANEN	Frenc. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
LYNAN	LYNAN	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at D'light
KUANG	KUANG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 5th Jan.
BRASLIA	BRASLIA	Ger. str.	K. W.	—	MELCHERS & Co.	On 17th Jan.
INDIEN	INDIEN	Dat. str.	—	—	MELCHERS & Co.	On 17th Jan.
THIRAWA	THIRAWA	Dat. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SOBU MARU	SOBU MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 22nd inst., at 8 A.M.
SIAM	SIAM	Dat. str.	—	—	MELCHERS & Co.	On 23rd inst.
DAIGI MARU	DAIGI MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 19th inst., at 10 A.M.
SUNGKIANG	SUNGKIANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
HAIYANG	HAIYANG	Brit. str.	2 h.	—	DOUGLAS, LAIPRAIK & Co.	To-morrow, at 10 A.M.
HAICHING	HAICHING	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
TAMING	TAMING	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 P.M.
YUENSANG	YUENSANG	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 18th inst., at Noon.
TRAM	TRAM	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 21st inst., at 3 P.M.
RUH	RUH	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 24th inst., at 3 P.M.
LONGSANG	LONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 P.M.
BORNEO	BORNEO	Ger. str.	—	—	MELCHERS & Co.	Middle of Dec.
ISCHIA	ISCHIA	Ital. str.	—	—	CARLOWITZ & Co.	On 16th inst., at Noon.
BINGO MARU	BINGO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
HUICHOW	HUICHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 4 P.M.
FOOSHING	FOOSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 6th Jan., at Noon.
NAMANG	NAMANG	Brit. str.	—	—	QUICK despatch.	—
TUKAMH	TUKAMH	Dat. str.	—	—	JAVA-CHINA-JAPAN LINE	—

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VANCOUVER, B.C., TACOMA & SEATTLE**  
via  
**MOJI, KOBE AND YOKOHAMA.**

Steamer	Tons	Captain	Sailing Date
ATYMERIC	4,363	J. Boyd	On 22nd December.
SUVERIC	6,232	S. Shotton	On 13th January, 1910.
OCEANO	4,657	F. W. Davies	On 10th February.
KUMERIC	6,232	J. Mathis	On 10th March.
ATYMERIC	4,363	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

**DODWELL & CO., LIMITED,**  
GENERAL AGENTS,  
QUEEN'S BUILDINGS.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMMILL	{ Middle of December.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG" Capt. F. v. Binzer	{ Wed'day, 15th Dec., at Noon.
SHANGHAI, TSINGTAU, NAGA- SAKI KOBE AND YOKOHAMA	"BUELOW" Capt. F. PROSCH	{ Wed'day, 15th December.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	{ Friday, 31st Dec., at D'light

For further Particulars, apply to

**NORDDEUTSCHER LLOYD,**  
MELOHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 13th December, 1909. [5]

## CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

## "EMPERESS LINE."

Between China, Japan, and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong	From St. John, N.B.
"EMPERESS OF JAPAN" SAT., 1st Jan.	"ALLAN LINE" FRIDAY, 28th Jan.
"EMPERESS OF CHINA" SAT., 29th Jan.	"EMPERESS OF IRELAND" FRI., 25th Feb.
"MONTEAGLE" TUESDAY, 15th Feb.	
"EMPERESS OF INDIA" SAT., 26th Feb.	"EMPERESS OF IRELAND" FRI., 25th Mar.
"EMPERESS OF JAPAN" SAT., 26th Mar.	"EMPERESS OF IRELAND" FRI., 22nd April
"EMPERESS OF CHINA" SAT., 23rd April	"EMPERESS OF IRELAND" FRI., 20th May

"Emperess" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10  
Intermediate on Steamers ... \$45 ... \$45.  
and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all ports and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
(Corner Pedder Street and Praya, opposite Blake Pier,

Hongkong, 11th December, 1909.

## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"OCEANIAN" Capt. Sallier	{ On 20th Dec., P.M.
MARSEILLES via PORTS	"TONKIN" Capt. Charbonnel	{ On 21st Dec.
SHANGHAI, KOBE & YOKOHAMA	"NERA" Capt. Martin	{ On 23rd Jan., P.M.
MARSEILLES via PORTS	"POLYNESIE" Capt. Broc	{ On 4th Jan.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20-hour Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to  
**P. THOMAS, AGENT,**  
Queen's Building.  
Hongkong, 11th December, 1909. [2]

## VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

"GREGORY APCAR,"  
Captain S. H. Belson, will be despatched for the above Ports on WEDNESDAY, the 15th inst., at Noon.

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

## RETURN TOURS TO JAPAN.

(Occupying 24 Days).  
Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip, \$120.

DAVID SASSON & Co., LTD.,  
Agents,  
Hongkong, 10th December, 1909. [1501]

## HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK.  
(With Liberty to call at the Malabar Coast).

S.S. "INDRAMAYO" On 15th Dec., 1909.  
For Freight and further information apply to—

**SHEWAN, TOMES & Co.,**  
General Agents,  
Hongkong, 13th December, 1909.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, Port Said and MARSEILLES	NOBE Capt. G. Phillips	About 15th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SYRIA Capt. D. C. Gregor, R.N.R.	About 16th Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th December, 1909.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
AMOI, MANILA, CEBU and ILOILO	"SUNGKIANG"	On 14th Dec, Noon.	
MANILA	"TAMING"	On 14th Dec, 3 P.M.	
SAMARANG and SOERABAYA	"HUGHOW"	On 14th Dec, 4 P.M.	
SHANGHAI	"CHENAN"	On 15th Dec, 4 P.M.	
SHANGHAI	"ANHUI"	On 19th Dec, 4 P.M.	
SHANGHAI	"LINAN"	On 21st Dec, 3 P.M.	
SHANGHAI	"CHANGSHA"	On 23rd Dec, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. "LINAN" and S.S. "SANUL" leave Hongkong for the West River on 14th and 21st Dec. respectively. The "SANUL" will call at Shanghai, Ningbo, and Hangchow. The "LINAN" will call at Shanghai, Ningbo, and Hangchow. Both steamers have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. FAST SCHEDULE TWIN SCREW STEAMERS "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo or through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to—BUTTERFIELD &amp; SWIRE, AGENTS. 11

Hongkong, 11th December, 1909.

# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
TAKAO, SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 23rd December.
MARSEILLES, HAVRE, COPENHAGEN, GEN. GOEBENBERG and BALIC PORTS	"CANTON"	About 5th Jan., 1910.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	On 17th Jan., "
COPENHAGEN and BALIC PORTS	"INDIEN"	Middle of Febr., "

For Further Particulars apply to

MELOHERS &amp; CO., AGENTS. 6

Hongkong, 11th December, 1909.

# DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST. HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIYANG"	SWATOW, AMOI and FOOCHOW.	TUESDAY, 14th Dec, at 10 A.M.
"HAICHING"	SWATOW, AMOI and FOOCHOW.	FRIDAY, 17th Dec, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK &amp; Co., GENERAL MANAGERS. 10

Hongkong, 11th December, 1909.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
SHANGHAI via SWATOW	"WINGSANG"	Tuesday, 14th Dec, 4 P.M.
SHANGHAI	"WOSANG"	Thursday, 16th Dec, 4 P.M.
SHANGHAI	"YUENSANG"	Friday, 17th Dec, 4 P.M.
MANILA	"CHIPSANG"	Tuesday, 21st Dec, 4 P.M.
CELEBES, SAMARANG and SOERABAYA	"BOOSHING"	Tuesday, 21st Dec, 4 P.M.
SINGAPORE, PENANG and PORT SAID	"LOONGSANG"	Friday, 24th Dec, 4 P.M.
MANILA	"KUTSANG"	Sunday, 26th Dec, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"NAMSANG"	Thursday, 6th Jan., Noon.
SINGAPORE, PENANG and CALCUTTA	"NAMSANG"	Thursday, 6th Jan., Noon.

## RETURN TOURS TO JAPAN.

Occurring 24 DAYS. The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin and Newchwang. Telephone No. 61. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS. 16

Hongkong, 11th December, 1909.

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 22nd Dec, at Daylight.
	TANGO MARU Capt. A. Christensen	8,000	WED'DAY, 5th Jan, at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 19th Jan, at Daylight.

VICTORIA B.C. & SEATTLE (INABA MARU leaving Hongkong 8th Jan, due Kobe 13th Jan, connects) ...	AWA MARU Capt. A. Kaith	6,500	WED'DAY, 19th Jan, from YOKOHAMA.
VICTORIA B.C. & SEATTLE (NIKKO MARU leaving Hongkong 19th Jan, due Kobe 25th & Yokohama 27th Jan, connects) ...	SANUKI MARU Capt. K. Homma	6,500	SATURDAY, 29th Jan, from KOBE.

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ...	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 24th Dec, at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 21st Jan, at Noon.

BOMBAY via SINGAPORE and COLOMBO ...	BINGO MARU Capt. G. C. Hurry	6,500	THURSDAY, 16th Dec, at Noon.
NAGASAKI, KOBE and YOKOHAMA ...	MISHIMA MARU Capt. A. E. Moses	9,000	THURSDAY, 16th Dec, at 5 P.M.

SHANGHAI, MOJI and KOBE ...	CEYLON MARU Capt. F. Fyfe	6,000	FRIDAY, 17th Dec, at Noon.
NAGASAKI, KOBE and YOKOHAMA ...	YAWATA MARU Capt. T. Sekine	5,000	WED'DAY, 22nd Dec, at Noon.

MOJI, KOBE and YOKOHAMA ...	AKI MARU Capt. K. Sato	7,000	WED'DAY, 24th Dec, A.M.
KOBE and YOKOHAMA ...	TAMBA MARU Capt. C. H. Butler	6,500	SATURDAY, 25th Dec, at Daylight.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 13th December, 1909.

T. KUSUMOTO, MANAGER. 15



# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Bodger	Manila	On 18th Dec, Noon.
RUBI	2540	R. W. Almond	Manila	On 24th Dec, 3 P.M.

For Freight or Passage apply to SHEWAN, TOMES &amp; Co., General Managers. 14

Hongkong, 11th December, 1909.

# HAMBURG-AMERIKA LINIE

## HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports, also to Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG: HOMEWARD.

### OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. SCANDIA ... 15th Dec.	S.S. SILESA ... 13th Dec.
S.S. BRASILIA ... 5th Jan.	FOR ROTTERDAM & HAMBURG:
S.S. SEGOVIA ... 15th Jan.	S.S. ARABIA ... 24th Dec.
S.S. SAMBIA ... 2nd Febr.	FOR HAVRE & HAMBURG:
S.S. ANDALUSIA ... 9th Febr.	S.S. SENEGAMBIA ... 1st Jan.
S.S. SAXONIA ... 17th Febr.	FOR MARSEILLES & HAMBURG:
S.S. C. FERD. LAEISZ ... 27th Febr.	S.S. SUEVIA ... 5th Jan.
S.S. AMERICA ... 12th March.	FOR HAVRE & HAMBURG:
	S.S. SCANDIA ... 15th Jan.
	FOR MARSEILLES, ROTTERDAM & HAMBURG:
	S.S. SITHONIA ... 20th Jan.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office. 12

Hongkong, 7th December, 1909.

# SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUITQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA.

HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. MANSHU MARU ... 5000 tons gross ... Sail Dec. 19th, at 11 P.M.

S.S. AMERICA MARU ... 6000 " " " " Febr. 5th, 1910, at Noon.

For particulars apply to

N. YAMADA, Acting Manager. TOYO KISEN KAISHA, King's Building. 1462

Hongkong, 7th December, 1909.

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East: 15, DES VUEX ROAD, HONGKONG. 759

Japan Office: 14, WATER STREET, YOKOHAMA.

# JAVA-CHINA-JAPAN LIJN

## REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIPANAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.
TJIBODAS	JAVA	First half of Dec.	JAPAN	Second half of Dec.
TJIMAH	JAPAN	Second half of Dec.	JAVA	Second half of Dec.
TJILATJAP	JAVA	First half of Jan.	JAPAN	Second half of Jan.
TJILIWONG	JAVA	First half of Jan.	SHANGHAI	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN. Telephone No. 375.

York Buildings, 1st Floor. Hongkong, 10th December, 1909. 18

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## HOMEWARD PASSENGER SEASON 1910.

### PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ARCADIA 7000	February 3	MANITIA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MAIWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	MAIWA 11000	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLAN 10000	June 11	June 17

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.10 SINGLE. £106.14 RETURN.

2nd " 44.8 " £72.12 "

In addition to the above "Mail Steamers" the following—

INTERMEDIATE (NON-TRADE) STEAMERS.

WILL LEAVE FOR:

## LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA ... 6600	January	26 March
SUMATRA ... 4600	February	9 March
NYANZA ... 4600	February	23 April
SUNDA ... 4600	March	23 May
MALTA ... 6060	April	20 June
SARDINIA ... 5570	May	4 June
NORE ... 5570	May	18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (including Surtax):

1st SALOON £55.00 SINGLE. £82.10 RETURN.

2nd " 33.10 " £57.4 " "

\* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT. 1076

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.)

## FOR

STEAMERS	Tons (Gross Reg.)	LEAVES.
"TACOMA MARU" Capt. H. Yamamoto	6,178	FRIDAY, 17th Dec, at 4 P.M.
"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan, at Noon, 1910.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

### FOR

STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOI & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO, THURSDAY, 16th Dec, at 8 A.M.
TAMUI via SWATOW, AMOI	"DAIGI MARU" Capt. M. MURAYAMA, SUNDAY, 19th Dec, at 10 A.M.
TAKAO & ANPING, via SWATOW, & AMOI.	"SOSHU MARU" Capt. K. SUGI, WED'DAY, 22nd Dec, at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSEUN MARU" and "BUJUN MARU" have First Class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER. 877



